

Reports of Shipping and News of Foreign Trade

American Ship Order Goes to British Yard

Exchange Position Makes It Possible for Builders Abroad to Underbid U. S. Concerns by \$40 a Ton

2 Motor Ships Under Way

Shipping Board's Vessels Being Built Now Only 74; Canadian Shipyards Hit

British shipbuilders' efforts to secure orders from American ship owners have proved successful.

Within the past few months some of the large English oil companies have placed contracts for tankers with American yards. Now, however, the situation has been reversed, and one of the large American oil companies has closed negotiations for the construction of a 12,000 tons deadweight tanker with a leading shipbuilding concern on the Clyde.

In the case of the English order, placed here, the compelling motive was the fact that delivery could be made much more quickly than by British yards. The American order placed abroad, however, was due to the difference in costs made possible by exchange conditions.

American Figure Underbid

The British bid price is reported to have been about \$40 per deadweight ton less than the lowest American figure, or a difference of \$480,000 on the completed vessel. It is stated that the American shipbuilders approached would not quote less than 185 tons, with the British quotation, at the previous time, having gone to \$145.

The American figure of \$185 compares with \$90 to \$22 per ton, six months ago, but contracts at \$185 are reported to have been offered in October.

Activity in the shipbuilding industry is now at its lowest point in this country since the effects of the war demand for tonnage began to be felt. Practically no new orders are being received, and the Shipping Board's program of tonnage reduction has twinned with a zone where only seven-four vessels of 5,000 tons are under construction, forty-four of which are still on the ways and thirty in the wet basins, nearing completion. Only eight of the forty-four vessels are tankers.

More Motor Ships Building

Two additional motor ships are reported to be under construction for private account. These are a pair of 10,000 d.w.t. combined ore and coal carriers which are being built by the Bethlehem Shipbuilding Corporation at its Sparrow's Point, Md., plant for the Ore Steamship Company under the classification of the American Bureau of Shipping. These vessels—of 13,500 gross tons each—are among the largest ever built in the world. They are equipped with the new type of two-cycle Diesel engines manufactured by the Bethlehem Company.

Canadian shipbuilding is undergoing a slump as well as the American industry. At a recent launching at the yards of the Canadian Vickers Company at Montreal, it was reported that more than 40 per cent of the Canadian shipbuilding plants were at the end of their career, and that unless the Vickers concern would be forthcoming, the Vickers name would be in the same position as some old to the industry in the way of name is favored by the Minister of Marine.

Launching Records Broken

U. S. Builders Set New Figure for World in Last Year

WASHINGTON, Dec. 17.—American shipyards broke the world's record of launches during the last year, according to figures given in a annual report of the Commissioner of Navigation made public to-day. American ships built and documented during the year aggregated 3,880,639 gross tons, the report said, adding that British ships under construction June 30, 1920, aggregated 3,808,056 tons.

American shipyards reached a rate of 1,283,141 gross tons per year to the end of December 1919, the report shows. At the end of March, 1920, they had built ships alone at a rate of 3,579,215 tons a year, a small portion of this being for foreign tonnage.

American tonnage sufficient to carry 90 per cent of the foreign trade of the United States had been registered July 1. During the year American ships accounted for 45 per cent in value of the exports of the United States, and 8 per cent of the imports, the report said. In 1914 American ships carried 10 per cent of this country's exports and imports.

Brazil to Revise Tariff This Year

BIO DE JANEIRO, Nov. 19.—An important revision of the Brazilian customs tariff has been completed by the tax commission of the Chamber of Deputies and will shortly be referred to the Chamber of Deputies for becoming law. Before preparing the draft of the proposed law the committee consulted producers, consumers and commercial associations.

The government, it is stated, wants a revised tariff enacted into law before the end of the year.

Hog Island Work Dwindling

Total Force Only 3,500 Now; None Left in a Month

PHILADELPHIA, Dec. 17.—From the water mark of 30,000 the Hog Island force of workers has been reduced to 2,500.

In about a month these men also will be gone.

New Brazil-Europe Services

Brazilian officials state that the following companies are planning to establish transportation between Para and European ports: The Royal Mail Steam Packet Company, the Hamburg-American Line and the Compania Transoceanica Maritima do Estado. All announce that they intend to make the ports of Hamburg, Havre and Rotterdam, staying also at Liverpool, Lisbon and other ports as necessity requires.

Army Orders

From The Tribune's Washington Bureau

WASHINGTON, Dec. 17.—Army orders issued to day follow:

Infantry

Jensen, Lt. H. V., to Camp Tracy.

Cavalry

Winterburn, Lt. Col. G. W., to San Francisco.

Hilton, Col. T. H., to Manila.

Quartermaster Corps

Gardiner, Lt. Col. W. C., to Camp Pike.

Spear, Lt. H., to Fort Reno.

Farmar, Lt. H. A., to Fort Robinson.

Huntington, Lt. J. D., to Fort Riley.

New Paper Mill

When completed, expenditures on the International Paper Company's new mill at Three Rivers, between Montreal and Quebec, Can., will amount to between \$6,000,000 and \$7,000,000, W. E. Blackwell, vice president, stated yesterday. The plant will be operated under the name of the Canadian International Paper Company, which has just been organized.

The new mill will be capable of turning out from 72,000 to 75,000 tons of newsprint a year, and is located adjacent to the parent company's leases of timber land in the Three Rivers section, on the St. Maurice River.

Mines Still Infest Baltic Sea

COPENHAGEN, Dec. 17.—Drifting mines in the Baltic Sea constitute about as serious a menace to shipping as any time during the war, it was learned to-day. Recent reports of eastern gales caused a mine belt, Gulf of Bothnia, near Helsinki, to break adrift, while the so-called fish mines laid by the Bolsheviks to prevent the landing of Allied troops also have broken away and are scattered everywhere along the Baltic.

America's Future on the Seas

Co-operation of Voters of Interior Is Needed; Development of Inland Waterways an Essential; Free Ports Seen as Material Aid to Shipping

By P. H. W. Ross
President National Marine League

Speaking of a certain intensive man, engrossed in the details of his own business, it was said, "He has the eyesight of a hawk and the vision of a clam."

Because of the great diversity of occupations embraced under the general term "Merchant Marine" it is almost impossible for any one actively engaged in building ships for sale at the highest obtainable price to have the same viewpoint as one who operates and seeks to purchase ships at the lowest obtainable price. Nor can the shipowner who seeks to rent his vessel for as much as he can get see things in quite the same light as the ship tenant (or charterer) who wants to hire a ship for as little as he will be obliged to pay.

This, of course, is quite natural, and is but common sense and what any one would do. A charter party may hold more tricks up its sleeve than a bucking bronco. It follows therefore that both owner and charterer must have the eyesight of a hawk to protect themselves; vision is secondary.

Legislation the Solution

But Federal legislation must be based upon vision of the situation affecting the nation as a whole. Captain Raymond, the president of the American Steamship Owners Association, in the first of these Tribune articles, said:

"With intelligent legislation we shall attain the bulk of our present merchant marine and remain a foremost shipbuilding and ship-owning nation. We must have vision with intelligent legislation."

The American article says: "We have determined to make a Mediterranean out of the Great Lakes which are to connect directly with the sea through the St. Lawrence River.

"You want our votes to help you to maintain your merchant marine. You shall have them, provided you help us in our desire to bring your merchant marine intact into the heart of America."

The people of the Mississippi, Indiana, Illinois, Minnesota and Wisconsin. These people say: "We have determined to make a Mediterranean out of the Great Lakes which are to connect directly with the sea through the St. Lawrence River.

"You want our votes to help you to maintain your merchant marine. You shall have them, provided you help us in our desire to bring your merchant marine intact into the heart of America."

The third and most important legislation in American policy is the establishment of free ports. It is an essential part of the producing nation which is also a world exporter nation at the same time maintaining a protective policy and a system of free ports.

Now there is no possible way of avoiding a protective tariff in a country like ours that has so many key industries still imperfectly developed.

Free Ports' Advantages

If we were entirely to abandon protection of our present merchant marine, and from whom is Federal legislation to be obtained? Certainly not from the handful of citizens who are engaged in the making or running of ships, nor from the officers or seamen of our vessels or even from the seamen of our coastwise cities.

Federal legislation, upon which everything depends, is obtainable only by the good will and co-operation of the representatives of the Middle West. How shall this good will and co-operation be obtained? Only by the participation of the people of the inland states in the business of shipbuilding and foreign trade.

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Business Navigation Needs

There is a very potent weapon in our hands if we choose to use it; it is the development and use of our inland waterways. By promptly developing the navigation of the Mississippi River and its branches, and by using to the utmost the facilities already afforded by the New York State Barge Canal, we can do a great deal to bring the ocean and the habit of water transportation to the voters of the Middle West. Never were they more grievedly in need of cheaper transportation than at the present time. So far as the cost of railroad transportation is concerned, it is said, he said that Chicago, instead of being on Lake Michigan, is now on top of the Rocky Mountains. Railroad freight rates in many instances are nearly two and one-half times as much as they were in 1914, and there is not much grumbling about it either, because the people see that the railroads must be maintained to the voting majority of our inland citizens a vision, a comprehensive plan that includes their own activities, protects their own industries and facilitates transportation and sale of their own products, we shall have every man and woman to whom we have a right to appeal resolved with determination that we again shall be United States be a host of a thoroughly efficient merchant marine bearing the Stars and Stripes into every country and port of the world.

Cooperation the Keynote

Just as the rivers merge into the sea, so the question of inland and ocean waterways must be merged into one great conception, the essence of which is that American producers may net more from their products by selling to American shipping.

Roads Say Net Income Is \$20,674,000 Short

Report Earnings of 18.4% Below Amount Necessary to Pay Return on Property Value

WASHINGTON, Dec. 17.—Estimating the October net operating income of the October net operating income of the United States had been registered July 1. During the year American ships accounted for 45 per cent in value of the exports of the United States, and 8 per cent of the imports, the report said. In 1914 American ships carried 10 per cent of this country's exports and imports.

Bill Expected To Be Passed This Year

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Marine Reports

THE TIDES

High water AM 12:00 P.M. 12:00 Low water PM 2:42 3:00 9:10 9:20

ARRIVED YESTERDAY

Star Calisto (Belg.) Norfolk, Dec. 16; to the Lloyd (Belg.) Royal Belge, in ballast; Pier 12, N. R.

Star Amazon, Port Loyal, Dec. 9; to the New York, via San Francisco, steamship Co. with crude oil; Pier 2, Bayonne N. J.

Star Black Seal (Br.), Southampton, Nov. 28; to the Atlantic (Eng.) Spence & Young; in ballast; anchored off Star Constellation (N.Y.) New York.

Star Rio Pinto (Br.), Cardiff, Dec. 16; to the Robt. G. Peacock, in ballast; Pier 12, N. R.

Star Isthma, Cristobal, Dec. 9; to Panama.

Star Hispania, Panama, Dec. 10; to the Mauretanian Shipping Co. with crude oil; Pier 12, N. R.

Star Agave, Panama, Dec. 10; to the Mauretanian Shipping Co. with crude oil; Pier 12, N. R.

Star Indigo, Panama, Dec. 10; to the Mauretanian Shipping Co. with crude oil; Pier 12, N. R.

Star Potosi, Panama, Dec. 10; to the Mauretanian Shipping Co. with crude oil; Pier 12, N. R.

Star Argo, Panama, Dec. 10; to the Mauretanian Shipping Co. with crude oil; Pier 12, N. R.

Star Albatross, Panama, Dec. 10; to the Mauretanian Shipping Co. with crude oil; Pier 12, N. R.